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COUNTRY Germany (Soviet Zone)

TOPIC Neuruppin Airfield

INTELLOFAX 9

EVALUATION see below

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DATE OF CONTENT 24 December 1951 to 16 January 1952

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DATE PREPARED 5 February 1952

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PAGES 2 ENCLOSURES (NO. & TYPE) 1 - list

REMARKS

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1. On 1 January 1952, a fence was under construction at Neuruppin airfield. The fence extended from the former repair hangar as far as Wittstocker Allee. * On 4 January, the field was daily supplied with 800 loaves of bread.

2. Between 1:30 and 2:30 p.m. on 11 January, 13 MiG-15s, 2 single-engine low-wing monoplanes and 1 biplane were observed at the field. Between 29 December and 11 January, there was little flying.

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3. At 9:30 a.m. on 28 December, two prime movers and a truck towed three jet planes to the runway. Starter carriages and equipment, including two roller-shaped, red painted devices about 85 cm long and 25 cm in diameter, probably foam extinguishers, were loaded on the truck. Each starter carriage was lifted by two men. The engines of two jet planes were started. The first noise of the jet engine was heard after 5.8 minutes. Smoke was seen emanating from the exhaust pipe of one plane 10.6 minutes after the starter engine was switched on. A short jet of flame emerged for about 1 second. The jet of flame and the smoke disappeared at the same time, and the jet engine was running. The plug was not removed until 6 minutes after the smoke had been seen for the first time. The flying practiced including aerobatics and flights in groups of two.

4. Intensive flying was observed at the field on 28 December and 3 January. ** From 29 December to 2 January, there was no flying because of unfavorable weather. On 4 January, three biplanes circled over Rechlin airfield. No jet planes were seen aloft. There was no flying on 5 and 6 January.

5. A board fence was under construction along Wittstocker Allee. The poles were already put into the ground. No lighting facilities were again established. On 24 and 27 December, no change was observed on the radio installations near Nietwerder.

6. On 13 January, 14 jet planes, 3 Yak-11s and 2 PO-2s were counted at the field. On 12 and 16 January, jet aircraft practiced aerobatics and flights in groups of two. The weather was unfavorable on the

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CLASSIFICATION

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other days. [REDACTED]

- * [REDACTED] Comment. Recently it has been observed that board fences were erected around a number of airfields of the Twenty-Fourth Air Army. The fences are from 2.3 to 2.5 meters high and constructed along roads or railroad lines.
- ** [REDACTED] Comment. For exact take-off and landing times, see Annex.
- *** [REDACTED]

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Flying Activities Observed on 28 December 1951 and 3 January 1952.

28 December 1951. Weather: Fair, 4/10 overcast, ceiling 5,000 to 6,000 meters, visibility 4,000 to 5,000 meters.

Plane	Take-Off	landing	Flying Time	Time Required for Refueling
226y with a two-man crew	9:58 a.m.	10:22 a.m.	24 minutes	14 minutes
	10:45 "	11:09 "	24 minutes	12 "
195y with a two-man crew	9:59 "	10:25 "	26 "	14 "
	10:52 "	11:15 "	23 "	12 "
1523 with a one-man crew	10:08 "	10:32 "	24 "	undetermined
	2:00 p.m.	2:28 p.m.	20 "	"
	2:52 "	3:15 "	23 "	"
1098 with a one-man crew	10:00 a.m.	10:32 a.m.	24 "	"
	2:00 p.m.	2:28 p.m.	20 "	"
	2:52 "	3:15 "	23 "	"
1540 with a one-man crew	2:12 "	2:31 "	19 "	"
	2:56 "	3:20 "	24 "	"
16?? with a one-man crew	2:12 "	2:31 "	19 "	"
	2:56 "	3:20 "	24 "	"

3 January 1952. Weather: Fair to cloudy.

511y with a two-man crew	10:03 a.m.	10:25 a.m.	23 minutes	undetermined
	10:41 "	11:00 "	19 "	"
226y with a two-man crew	10:17 "	10:37 "	20 "	"
	10:56 "	11:11 "	15 "	"
unidentified plane with a one-man crew	10:12 "	10:35 "	23 "	"
another unidentified plane with a one-man crew	10:12 "	10:35 "	23 "	"

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